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SECURITY INFORMATION

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THIS IS UNEVALUATED INFORMATION

1. Sovromtransport, Constanta, is a branch of Sovromtransport, Bucharest, and is located in the Port station building, together with the customs and security services. It deals with all activities connected with transport such as clearance of goods, import and export formalities, et cetera. Sovromtransport has its own sections in all port depots; branches at the Constanta freight station; and depots and stables for horse transport at Piata Grivita and Piata Obor. The general manager of Sovromtransport is a Soviet. Other officers include a branch manager, an assistant manager responsible for the cement depots, and an assistant administrative manager. There are 100 employees in the offices and depots.
2. Fortifications have been built along the coast at the Mamaia bathing beach. They are surrounded by bathing cabins, for use of Army officers only, and the whole structure is covered by a wooden roof. The Moderne bathing beach has also been fortified and is camouflaged with sand and old bricks. A 4-meter fence has been built along the Constanta coast to screen the port and the beach from the shore. No photographs may be taken in Constanta port or town, or up to a distance of 20 kilometers from the frontier.
3. Anti ~~aircraft~~ guns have been placed along the Fetesti-Cernavoda bridge on small islands and marshy areas between the Borcea and Dunarea waterways of the Danube.
4. At Mangalia, a military port is being built and for this purpose the Mangalia Lake will be linked to the Black Sea.

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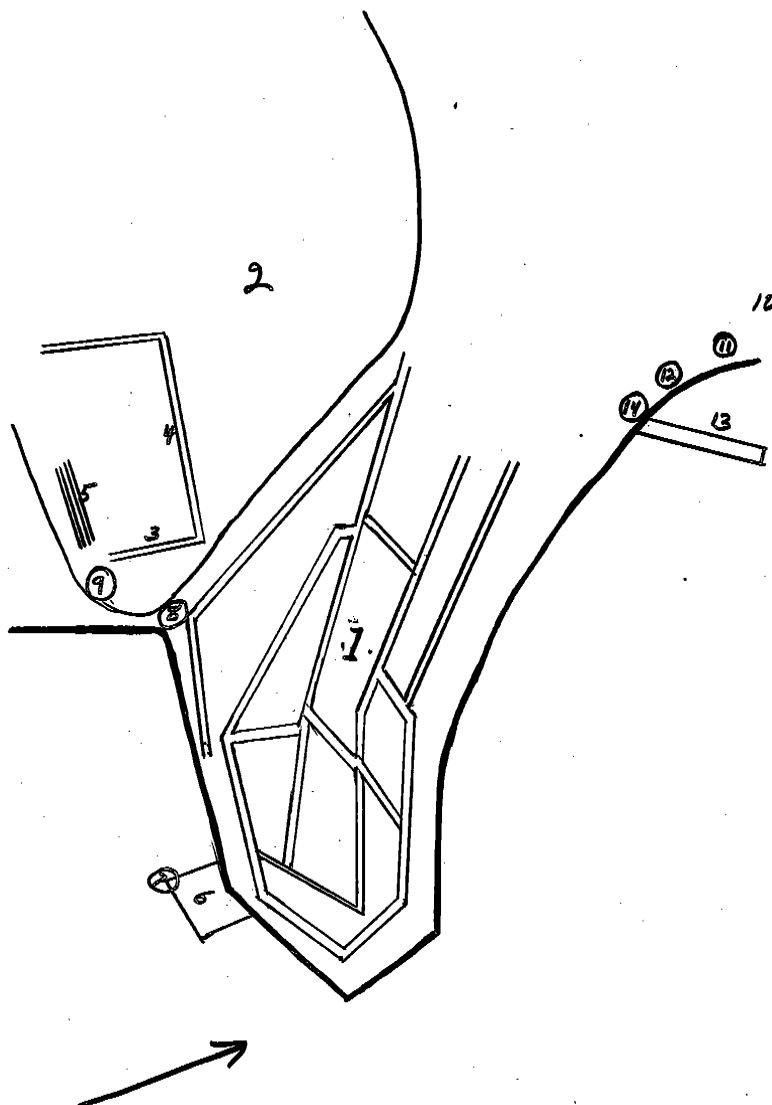
5. A large stone dam is being built at Canara (or Ovidiu) where the largest thermo-electric power station in Rumania is to be built, to supply power to the Dobrogea district as well as the Danube-Black Sea Canal Zone.
6. Political and criminal prisoners are employed as laborers at Canara. Accidents occur frequently, causing an average of five to seven casualties per day. Among those killed was a well-known lawyer from Constanta, Rosculet, who was a cabinet minister in 1946 and 1947.
7. At Navodari a large dam has been built for the new Danube-Black Sea Canal port near Midia.
8. The following Rumanian naval vessels were seen in Constanta Port in 1951:
 - a. A destroyer (formerly the REGELE FERDINAND).
 - b. Three torpedo boats (small, with two guns and one torpedo), including the NALUCA and the MAGURA.
 - c. Two small Soviet ships.
9. Small jet-propelled aircraft (Soviet MIG 15) have been seen in Bucharest. There are believed to be 12 planes of this type in the city, used by Soviet pilots for practice flights.
10. The following is a partial list of executives of Sovromtransport:
 - a. Martin Ebner, Engineer. Worked at Mangalia and Canara. He is 27, strong, bald, very tall. He has applied to emigrate. He lives in Strada Stefan Cel Mare, opposite No. 106-108, Constanta.
 - b. Aron Ravici, General Manager. He is 45-50, short, has grey hair and wears glasses. He is a Communist, very intelligent, knows several languages, and has traveled a good deal. Presumably he is a Soviet agent.
 - c. Waxmann, Head of the Branch. He is 50, short, and has reddish hair. He is well paid and is a non-Communist.
 - d. Lazar Herscovici, Assistant Manager. He knows all the ships' captains. He has applied to emigrate. He lives at 6, Strada Mihai Viteazu, Constanta.
 - e. Gruenberg, Assistant Manager. He is 50, tall, and has a thin face. Almost bald, he has brown-grey hair. He has applied to emigrate.
11. Attached is a sketch of the Port of Constanta, with an explanation.

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1. Constanta town.
2. Constanta port.
3. SMH Quay.
4. North Quay.
5. New jetty.
6. Municipal Casino.
7. Old German casemate.
8. Old German casemate.
9. Fortifications near the port Militia post.
10. Plaja Moderna bathing beach.
11. Fortifications on the bathing beach (camouflaged with bathing cabins.)
12. Two small fortified positions on the dike, camouflaged with sand and broken brick.
13. Dike built into the sea at the Plaja Moderna.

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